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CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT

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COUNTRY USSR

SUBJECT Airfields on the Kolkhoz Farms

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THIS IS UNEVALUATED INFORMATION

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2.

It may, [redacted] be taken for granted that all kolkhozes which have motor transport and which are located in central regions of the USSR, are now provided with concrete runways for airplanes. [redacted] in the district of Belev (Tula Region) eleven of these runways have been built between 1951 and 1953. A runway of this sort is called Aerodrome-Odinotchka, that is "isolated airfield."

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3.

[redacted] there are about 1,200 of them in the middle zone of the RSFSR, which represents the central defensive zone of the USSR. [redacted] the Soviet government intends to construct about three hundred more.

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4.

[redacted] the runways are made for use by heavy planes. They are sometimes three or four kilometers long. Each of these isolated airfields has a number. In the [redacted] area, these numbers run between 249 and 263. The last airfield [redacted] had number 329.

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5.

These fields are very carefully constructed. Prevailing winds and local topography are attentively examined before building them. Meteorological observations for a five-year period are studied. Thus one can tell, when Dos-Avio sends a kolkhoz the equipment needed for a meteorological station, that an Aerodrome Odinochka will be started within a few years. No attention is paid to possible damage to fertile soil or to any existing buildings that happen to be in the way.

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-2-

6. Once a meteorological station has been put up, all sorts of specialists arrive and begin to conduct all kinds of studies. After the third year of meteorological studies, construction materials come in. Nobody asks for the consent of the kolkhoz administrator.
7. Each AO has its own fuel tank, which is put in side-by-side with that of the kolkhoz. It is attached to the pump beside the dispatcher's platform by a special channel. Each AO receives a special allotment of fuel for lighting and signal system.
8. A Dos-Avio building is now constructed near the AO. This usually accommodates twenty-five to thirty persons. A food supply station and a repair shop, with a collection of tools for minor repairs, are installed beside it. Within the kolkhoz a Dos-Avio cell is established. Its duties are to guard the AO. Normally, during the month of August, these airfields are visited by Dos-Avio machines of the region. Members of the kolkhoz of the Dos-Avio cell are offered a chance to go up in the planes as passengers. During the winter months, lecturers come to the kolkhozes to familiarize the members of the Dos-Avio cell with airplane mechanics and the servicing of airfields. During these conferences, a special commission chooses certain young people who have made the most progress in the work of the local cell. These youngsters are sent to the aviation factories.
- 25X1 9. During the course of instruction [redacted] received from instructors at Khimki (near Moscow), [redacted] in the regions of Vologda, Kotlas, and Siktivkara. These AO were connected with the forestry kolkhozes and belonged to the Dos-Avio of the Polar Region. These were built on the "pair" system--that is, one AO for each two kolkhozes situated near each other. These AO have special beacons for identification. These are built in the form of belvederes and are located along the runways. The kolkhozes are compelled to undertake the upkeep of the AO during the winter, by putting a group of workers at the disposal of the kolkhoz's Dos-Avio cell.
- 25X1 10. In fact, the AO must be kept ready for use at all times, and military aircraft frequently do make use of them. In May 1953, according to the informant, the number of AO in the Arctic Circle reached 114 and nine others were in construction. The AO system is mainly developed in the first and second industrial regions of the USSR--in other words, in the industrial regions of Priuralsk, ~~Sic~~Uralsk, and Central Siberia, which commences at Kazan and ends at Chita. There, the system is not based on the kolkhoz but on the factory, as a unit.
11. Membership of Dos-Avio, throughout the USSR, reaches nearly half a million. Among this number are nearly 125,000 former members of the air army, about 300,000 workers and employees in aviation factories, and about 400,000 mechanics and skilled workmen of different machinery factories.
12. The breadth of the different AOs varies. It is never less than forty-five meters for AOs of the fourth category. Those of the first category may be seventy-five meters wide. In case of mobilization, a fourth category AO, if in the forward part of the zone of communications (la zone avancée de l'arrière), should have a crew of twelve persons permanently on duty, four of whom may be women. The informant emphasizes the importance attached to these AOs by the Soviet administration. In case of war, they are expected to play a very large role.

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-3-

13. One special group is known as "SAO" (Secrietnei Aerodrom Odintka" ([redacted] faulty Russian grammar). These are to be used in combatting partisans, whom the Soviet administration appears to expect to rise within the USSR in the event of war. After their construction, these SAO are covered with fifty centimeters of each [sic] and their subterranean gasoline tanks are carefully concealed. These SAO are somewhat shorter than other AOs. Frequently they are only 750 meters long. At present, there are about a hundred "SAO" in Byelorussia and Lithuania.

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